

MEMOS. FOR TO-MORROW

Daylight.—*Forken* leaves for Swatow.
 Noon.—*Wingang* leaves for Singapore,
 Penang and Calcutta.
 Noon.—*Ancoia* leaves for Japan.
 4 p.m.—*Yikang* leaves for Shanghai.
Harrow leaves for Japan.

Auctions.

3 p.m.—Auction for Letting Government
 Land in Lots Nos. 1 to 26 bordering on
 the Race Course to the No. 10 of Grand
 Stand enclosure.

Miscellaneous.

9 a.m.—Artillery Practice at Stone-cut-
 ter's Island.

General Memoranda.

SATURDAY, February 7:—
11 a.m.—Cricket Match.
Noon.—Meeting of Shareholders of The Hongkong & Kowloon Wharf & Godown Co., Ltd., at Chamber of Commerce Room, City Hall.
Noon.—Meeting of Shareholders of A. G. Gredon & Co., Ltd., at Hongkong Club.
3.30 p.m.—Competition of the Hongkong Rifle Association.
5 p.m.—Meeting of British Mercantile Marine Officers' Association.
9 p.m.—Performance at the City Hall.

SUNDAY, February 8:—
Goods per *Hongkong* undelivered after this date subject to rent.

MONDAY, February 9 :—
Local Banks close.
Transfer Books of Hongkong and Whampoa Dock Co., Ltd., closed from this date to the 23rd instant, inclusive.
9 p.m.—Performance at the City Hall.

TUESDAY, February 10 :—
4.30 p.m.—Meeting of Members of The Hongkong Jockey Club at City Hall.
Goods per Harrow undelivered after this date subject to rent.

SATURDAY, February 14:—
Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation, Ltd., at the Office of the Company.
Noon.—Meeting of Shareholders of The Peak Hotel & Trading Co., Ltd., at the Hongkong Hotel.
Transfer Books of the China Fire Insurance Co., Ltd., closed from this date to 21th instant, inclusive.
Register of Shares of The Hongkong & Shanghai Banking Corporation, closed from this date to 28th inst., inclusive.

MONDAY, February 23:—
Noon.—Meeting of Shareholders of The Hongkong & Whampoa Dock Co., Ltd., at No. 14 Prince of Wales Street.

FRIDAY, February 27:—
2 P.M.—Meeting of Shareholders of The China Fire Insurance Co., Ltd., at No. 9, Queen's Road Central.

SATURDAY, February 28:—
Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation at the City Hall.



BY APPOINTMENT.
A. S. WATSON & COM-
PANY, LIMITED.

ESTABLISHED A.D. 1841.
MANUFACTURERS OF
AERATED WATERS.

OUR New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

LARGE BOMBAY 'SODAS.'
 We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,
 whenever practicable, are despatched by the first steamer leaving after receipt of orders.

FOR COAST PORTS, Waters are packed in

and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.
Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, 'DISPENSARY, HONGKONG'.
And all signed messages addressed thus will be duly received.

will receive prompt attention.

The following is a List of Waters always kept ready in Stock :-

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER

**SASSAPARILLA WATER
- TONIC WATER
GINGER ALE
GINGERADE.**

No Credit given for bottles that are dirt
or greasy, or that appear to have been us
for any other purpose than that of co
taining Aerated Waters, as such bottles a
never used again by us.

A. S. WATSON & Co., Ltd.

2291 Hongkong, China, and Manila.
The publication of this issue commenced
at 7.45 p.m.

The China Mail.

HONGKONG, THURSDAY, FEBRUARY 5, 1891.

of Hongkong would have fared as badly as their fellow-mortals in Canton. Happily the days of water famines are gone. In view, however, of the fears that were expressed by Mr Oswaldwick that even the Tytan supply might fail if economy were not observed, it would be well if, through the Sanitary Board or the Legislative Council, information were obtained as to the real condition of matters at the present moment. An intermittent supply is very objectionable on any grounds, and we doubt if much economy is effected thereby. 'Boys' are apt to leave water cocks turned on at night, and between 5 a.m. and the time they are roused from their slumbers a large amount of waste may take place. When the meter system was being discussed, we said that it would be well to have a year or two's experience of the full supply before making such a radical resolution as was proposed. The present abnormally dry season has afforded as good a test as could be obtained. It is therefore important that the public should know whether the partial stoppage of the water supply is due to a real scarcity of water, or is only a temporary measure due to the incompetency of the distributing system.

In his recent speech to the Fire Brigade Mr. Wodchowski made another very important statement. He said:— 'The immunity from fire which we have enjoyed as compared with previous years is due to the introduction of the Fire Inquiry Ordinance. The ordinance has been in force for two years and has worked successfully.' The general statement, however, requires some qualification. The withdrawal from Chinese risks on the part of the large Fire Insurance Companies has had more to do with the immunity from fire than the enforcement of the ordinance. The Companies discovered that many of the Chinese merchants could not be trusted with a policy of insurance, their moral fibre not being sufficiently strong. Insurance is a product of advanced civilisation and cannot safely be introduced among a semi-civilised people. The only alternative to the cessation of the Chinese business was a rigorous system of inspection, and to most of the offices here shrunk from the work, fearing to involve themselves in the intricacies of Chinese methods of business. The ordinance doubtless has had some good effect. The cases that have been examined have shown that it is almost impossible to obtain sufficient evidence, even in the suspicious circumstances, to warrant criminal prosecution, but the very fact of an enquiry of some kind being instituted must have impressed upon the Chinese that we do not regard arson as a clerical dodge of making money and that there is some risk of detection. The vague fear of disastrous consequences engendered thereby has no doubt had some deterrent influence.

A CORRESPONDENT in the North has drawn attention to the evil custom of scribbling in Chinese characters, on the back bank notes indecent and insulting remarks with reference to foreigners. The custom prevails in the South as well as in the North. There is a class of Chinese—pretty large class unfortunately—where nothing seems to please better than the opportunity of insulting a foreigner. One of the reasons why they hold us in contempt is our ignorance of their barbaric language—a language which is one of the greatest impediments to true education in China; and if they can convey an insult in means of the characters they worship, their pleasure is doubtless heightened (in a curious contradictory sense) by the consciousness that the ordinary foreigners are not learned enough, to detect the insult. In order to teach the Chinese a lesson in good manners the Banks ought to refer all notes defaced by Chinese characters. Their action would soon become generally known, and an effective atonement be put to the desecration by residents refusing to receive notes thus defaced. The filial piety of the Chinese is not so much a harm, but they help to keep alive the childish feeling of animosity against us, and they strengthen the bigotry of the ignorant natives. And when a Chinese man is allowed to do a thing, he begins to think it is right and clever to go on doing it—until he is stopped.

The reputation of the Electric Light received a rude shock within the month. The destruction of the Houses of Parliament in Japan and of two large theatres in New York has shown that the danger of fire from the electric light is no means small. When the light first introduced it was considered to be the absence of heat gave it a great advantage for the illumination of buildings such as theatres and public halls and it was confidently asserted that use of fire was infinitesimal. Now it has been shown that by a disarrangement of the system of conduction very serious evils may accrue. The electric light is in its test, and we hope the Japanese authorities will thoroughly investigate the cause of the recent fire. It seems to be very disputable that the light was at fault, but probability is that ordinary care was observed by those who were in charge. If such was the case, nothing is lost against electricity as a safe illuminant, and the action of the Emperor and other high officials in dismissing it seems somewhat childish. It is only through experience that we can learn to properly

PRESS FREDERICK.
The Paris correspondent of the *Times*, writing in reference to the fall of Prince Bismarck, tells the following story, which must be taken with a pinch of salt. He says that he has been able to ascertain the causes of the fall, and the circumstances that recently unknown which accompanied it. All these revelations are such that the Chancellor's bitterest enemies hardly venture to describe what a show he has himself cast in descending from power over the brilliance of his rule. He had latterly become an obstacle, an embarrassment, a source of trouble to the Emperor, a constant difficulty in the discharge of public affairs. Of late he had been weary of the Ministers of whom he was the chief, he hated

definitive orders as if the opinion of his associates was of no value. He was almost inaccessible; received only those whom his friends introduced; and, in the presence of his objection, and listened with a condescending smile—condemning them beforehand—to the ideas submitted to him by his young master. He had even ceased really to work. He complained of the slightest indisposition, and was obliged to leave his room, and professed to be crushed by him whenever documents were sent him to sign. He had become the terror of all who had to approach him. Nobody ventured to contradict him, and even William II. saw him only occasionally, after certain lectures he was giving, disturbing him, or was irritated by his conduct.

At last the moment came when the

master, nor the chief surgeon. The quarrel broke out on a minor question, and the Emperor poured forth. The Chancellor, taken by surprise, was disconcerted, and suddenly said, "Then I can only for your Majesty resign my resignation." The Emperor was silent. Prince Bismarck withdrew, and the Emperor, not having received the resignation on aide-de-camp. The Chancellor greeted him un-
wittingly, convinced that the Emperor wished him to go back and reconsider his resignation. Prince Bismarck, to the contrary, Prince Bismarck was aghast. The aide-de-camp had been sent for his written resignation. The Prince was very uneasy, made an excuse, and hurried down to the aide-de-camp. The morning after the Emperor's aide-de-camp reappeared. This time Prince Bismarck was calmer; but again he made excuse, saying that before preparing his written resignation he was bound to pay a visit to his father-in-law. On the day of the visit, which—incredible as it may appear, but I can vouch for it—was a visit to the Empress Frederick. Yes, in the palace of his father, this man—who had the day before had about the greatest influence in the world—was obliged to humiliate himself. He explained to her the damages

consequences which the young Emperor risked in overturning the founder of his empire. He begged her to intervene so as to prevent this calamity, and to save her Sovereign, and unnumbered humiliations to his most faithful servant. The Empress heard him out. She saw his humiliating self before her, the man who had implicated his hated her husband and herself, and who now distrust between son and father. No doubt she enjoyed the spectacle of seeing at her feet this bitter enemy, dismissed by the very son whom he had wronged on making his tool against her. And, in a single sentence, becoming the mother, Empress, and woman, she refused to let anything displease him. All this she had to put up with. It was a little while that he had got on her nerves, but she had to regret being quite powerless. She should have been extremely glad to intervene with my son in your favour, but you have so employed all your power in estranging his heart from me, and making all his friends forget me, that I can no longer witness your fall without being able to do it off for a moment. When you are no longer there, my son will perhaps dare leave me, but it will then be too late for me to help you." The Prince, with downcast head, withdrew. On returning home he found the mid-deep camp, who for the first time had come for his resignation, and he handed it to him.

The man who is trying to climb up the side of heels above him and lots of feet behind him, — *Atchison Globe.*

AMIDST DEFIAID. "My son, define submission." "Well, it's always feeling that you want to do something, that you know you can't." — *Life.*

A GREAT IDEA. — Mr Bunker of Chicago has just married a New York widow with fifteen children. How could he have gotten the women out of the city? — *Chicago Herald.* "Well, they were very anxious out in Chicago to get the census figures up to a million. There were sixteen captured by one stroke."

Quotations.

HONGKONG, February 5, 1891.	
OPIMUM, New Patna, cash, ..	\$472 4/0
" Old " cash, ..	\$477 1/2
" New Benares, cash, ..	\$455
" Old " cash, ..	\$452 1/2
" New Malwa, cash, ..	\$490/500
Allowance, Teals, ..	48 6/0
Old Malwa, cash, ..	\$510 5/8
Allowance, Teals, ..	16 10/0
Persian, Oily, cash, ..	\$450/400
Allowance, Teals, ..	48 6/0
Persian, Paper, ..	\$450/400
Allowance, Teals, ..	48 6/0

Exchange.

HONGKONG, February 6.	
On London—	
Bank, ..	3 3/4
" On demand, ..	3 3/4
" 30 days sight, ..	—
" 4 months sight, ..	3 3/4
Credit, 4, ..	3 3/4
Documentary, 4 months sight, ..	3 1/2
On Shanghai—	
On demand, ..	4 22
Credit, 4 months sight, ..	4 21

On demand,	3.38
On New York.....	82
On demand,	82
Credits, 90 days sight,	83½
On Bombay.....	220½
Wire,	220½
On demand,	220½
On Calcutta.....	220½
Wire,	220½
On demand,	220½
On Shanghai.....	71½
On demand,	71½
80 day sight, private paper,	72½
Gold List, 100 fine	£31.00
Sovereigns (Bank's buying rate) 5/8	

Temperature.

(Taken at Messrs Talouner & Co.'s
Premises, Queen's Road.)

BAROMETR—9 A.M.	29.04
Do. Do. 1 P.M.	29.84
Do. Do. 4 P.M.	29.83
THERMOMETER—9 A.M.	69
Do. Do. 1 P.M.	72
Do. Do. 4 P.M.	71
Do. (Wet bulb) 9 A.M.	68
Do. Do. 1 P.M.	70
Do. Do. 4 P.M.	69
Do. Maximum	73
Do. Minimum overnight	66

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship *GYF O'PEKING* will be despatched for
SAN FRANCISCO, via YOKOHAMA, on
SATURDAY, the 14th February, 1891, at
1 p.m., taking Passengers and Freight for
Japan, the United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—
To San Francisco ... \$225.00
To San Francisco and return ... 393.75
To Liverpool ... 325.00
To London ... 332.00
To other European ports at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Suez, Egypt, or
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency at the
Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, January 23, 1891. 150

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *OCEANIC* will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 20th
February, 1891, at 1 p.m., connection being
made at Yokohama, with Steamers from
Shanghai and Japan Ports.

All Parcel Packages should be marked to
address in full; and must be received at
the Company's Office until 6 p.m. the
day previous to sailing. Parcel
Packages will be received at the office until
6 p.m., same day, all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Suez, Egypt, or
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency at the
Company, No. 50, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, February 3, 1891. 236

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 16th day of February,
1891, at 11 a.m., the Company's
S.S. *BAVARIAN*, Captain J. Meyer,
with MAILS, PASSENGERS, SPECIE
AND CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 14th February. Parcels
are not to be sent on board; they must be
left at the Agency's Office. Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to
MELBOURN & Co.,
Agents.

Hongkong, January 19, 1891. 128

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BURDEAUX.

ON THURSDAY, the 12th February,
1891, at Noon, the Company's S.S.
SAGHALIEN, Commandant HOMERY,
with MAILS, PASSENGERS, SPECIE,
AND CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 11th February, 1891. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply to the
Company's Office.

G. D. CHAMPEAUX,
Agent.

Hongkong, January 29, 1891. 302

INSURANCES.

QUEEN VICTORIA INSURANCE COM-
PANY.

THE Underwritten, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE EQUITABLE LIFE

ASSURANCE SOCIETY
OF THE
UNITED STATES.

RUSSELL & Co.,
Agents.

Hongkong, November 14, 1890. 1954

Intimations.

THE HONGKONG
LAND INVESTMENT AND
AGENCY COMPANY,
LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:

Hon. J. J. KESWICK,
Chairman.

Hon. C. P. CHATEL,
Vice-Chairman.

LEE SING, Esq.,
S. C. MICHAELSEN, Esq.,
J. S. MOSE, Esq.,
G. E. NOBLE, Esq.,
POON FONG, Esq.,
D. L. SASSOON, Esq.

Bankers:

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE,
ON LAND OR BUILDINGS;
PROPERTIES
PURCHASED AND SOLD.

Estates managed, and all kinds of Agency
and Commission Business relating
to Land, &c., conducted.

Full Particulars can be obtained at the
Company's Office, No. 5, Queen's Road
Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. 844

WINDSOR HOUSE,

HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL,
PRIVATE BOARD AND RESIDENCE,
AND
FAMILY HOTEL.

This Establishment is situated in a most
central position, opposite the Telegraph
Office and two doors from the Chartered
Bank. It offers FIRST-CLASS ACCOMMODA-
TION to RESIDENTS and TRAVELLERS, has
a Spacious Dining Room, and a large
number of well furnished Bed-Rooms
with all comforts. A Good Table kept.
TABLE D'HOTE—Breakfast, 8.30 a.m.;
Dinner, 1 p.m.; Dinner, 7.30 p.m.
BOARD by the Month, Day, or Single
Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE
MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHM,
Proprietress.

Hongkong, August 30, 1889. 1682

NOW READY.

VOLUNTEERS AND THE DEFENCE
OF HONGKONG.
A SKETCH.

PRICE, FIFTY CENTS.

To be had at MESSRS. LANE, OLDFORD
& Co.; MESSRS. KELLY & WALSH; and
MESSRS. W. BREWER & Co.

August 14, 1889. 1528

THE CHINESE MAIL

(Wah Tai Yat Po.)

THIS paper is now issued every day.

The subscription is fixed at Five
Dollars per annum delivered in Hong-
kong, or Eleven Dollars Forty Cents in-
cluding postage to Coast ports.

It is the first Chinese Newspaper ever
issued under purely native direction. The
chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
guarantors and securities necessary to
place it on a business and legal footing.

The projectors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan,
from Australia, California, Singapore, Po-
nam, Saigon, and other places frequented
by the Chinese, consider themselves justified
in guaranteeing a large and ever-increasing
circulation. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
them.

The field open to a paper of this descrip-
tion—conducted by native efforts, but
progressive and instructive in tone—
is almost limitless. It is on the one hand
commanded Chinese belief and interest,
while on the other it deserves every aid
that can be given to it by foreigners.
Like English journals it contains Editorials,
with Local, Shipping, and Commercial
News and Advertisements.

Subscriptions orders for the above may be
sent to

GEO. MURRAY BAIN,
China Mail Office.

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office. Price, \$1 each.

CHINA MAIL OFFICE.

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or
PAIERS will be thankfully received
at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

If you have a

COLD OR COUGH,
acute or leading to
CONSUMPTION,
SCOTT'S
EMULSION

OF PURE COD LIVER OIL
AND HYPOPHOSPHITES

OF LIVER AND SOLE

This preparation contains the stimulating
properties of the Hypophosphites
and the purest Cod Liver Oil, used
by physicians all the world over. It is as
palatable as milk. Three times as effec-
tious as plain Cod Liver Oil. A perfect
emulsion, better than any other made for
all kinds of chronic diseases, Bronchitis,
Consumption.

SCOTT & BOWNE, LIMITED,
47 FARRINGTON ST., LONDON, E.C.

Sole Agents for China and Hongkong,
Messrs. A. S. WATSON & Co., Ltd.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Polder's Wharf.

6. From Polder's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

Vessel's Name.

Flag and Reg.

Tons.

Date of Arrival.

Consignees or Agents.

Destination.

Remarks.

Steamers.

Alvina 3 h Bendixen Ger. str. 400 Feb. 5 Wieler & Co.

Ancona 3 h Bendixen Ger. str. 3142 Feb. 2 P. & O. S. N. Co.

Antonio 3 h Bendixen Ger. str. 1214 Jan. 29 Arnold, Karberg & Co.

Avon 3 h Bendixen Ger. str. 1005 Feb. 4 A. G. Morris

Batavia 3 h Bendixen Ger. str. 2312 Jan. 27 Adamson, Bell & Co.

Bismarck 3 h Bendixen Ger. str. 1490 Feb. 7 Carlowitz & Co.

Bombay 3 h Bendixen Ger. str. 2047 Feb. 3 P. & O. S. N. Co.

Canton 3 h Bendixen Ger. str. 1406 Feb. 6 Russell & Co.

Chow Fa 3 h Bendixen Ger. str. 1091 Feb. 1 Edward Schellhaus & Co.

Cyrl 3 h Bendixen Ger. str. 1065 Jan. 28 Yuen Fat Hong

Don Juan 3 h Bendixen Ger. str. 1550 Jan. 20 Government

Doria 3 h Bendixen Ger. str. 1197 Feb. 6 Bradshaw & Co.

Edendale 3 h Bendixen Ger. str. 1554 Feb. 6 Bradshaw & Co.

Fidèle 3 h Bendixen Ger. str. 771 Feb. 6 Bradshaw & Co.

Fokien 3 h Bendixen Ger. str. 1554 Feb. 6 Bradshaw & Co.

Fooksang 3 h Bendixen Ger. str. 509 Feb. 6 Bradshaw & Co.

Gafoir 3 h Bendixen Ger. str. 950 Feb. 6 Bradshaw & Co.

Harrow 3 h Bendixen Ger. str. 1704 Feb. 6 Bradshaw & Co.

Mercer 3 h Bendixen Ger. str. 650 Jan. 36 P. & O. S. N. Co.

Michael Johnson 3 h Bendixen Ger. str. 710 Jan. 26 Wieler & Co.

Oxford 3 h Bendixen Ger. str. 1891 Feb. 4 Russell & Co.

Pompos 3 h Bendixen Ger. str. 1554 Jan. 31 Jardine, Matheson & Co.

Pra Chom Kiao 3 h Bendixen Ger. str. 1012 Feb. 3 Yuen Fat Hong

Rhodé 3 h Bendixen Ger. str. 161 Feb. 4 H. K. & W. Luck Co.

Tellus 3 h Bendixen Ger. str. 1639 Feb. 4 Order

Tetartus 3 h Bendixen Ger. str. 1057 Feb. 4 Jardine, Matheson & Co.

Teviot 3 h Bendixen Ger. str. 1349 Jan. 20 Adamson, Bell & Co.

Thales 3 h Bendixen Ger. str. 819 Feb. 8 Master

Thuan An 3 h Bendixen Ger. str. 350 Dec. 11 Chinese

Wingang 3 h Bendixen Ger. str. 1517 Feb. 1 Jardine, Matheson & Co.

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

Calcutta, &c. To-morrow

SHIPPING IN CHINA, JAPAN,

PHILIPPINES & SIAM
WATERS.

WHAMPQA.

Flag & Reg. Destination.

Lyceoon Ger. str.

Meefoo Chi. str. Shanghai

AMOY.

In port on January 30, 1891.

MERCHANT STEAMERS.

Laju British

Chi-yuen Chinese